Amendments to the specification:

Please amend the application by amending and replacing the following paragraphs in the application with the paragraphs listed below. The paragraph numbers shown are those of the specification as filed. In the published application, paragraph 12 is [0020], paragraph 13 is [0021], and paragraph 16 is [0025].

12 Referring to Fig. 2, there is shown a double walled tank 106 having an inner shell 1 and an outer shell [[2]]3 forming an airspace 110 between the inner and outer shells. The air space 110 need not be uniform around the inner shell 1. It is preferable that the tank 106 has at least 110% containment, and may be described as having integral secondary containment. The highway tank 100 is constructed to make the tank safe for transporting fluids such as fuel, according to standards Transport Canada 406 in Canada and/or Department of Transportation 406 in the United States. For example, the tank must be pressure sealed up to the rated pressure, with the necessary horizontal reinforcement; if the tank wall thickness is less than 3/8 inch, there would need to be baffles at 60 inch on center; and the valving satisfying the standard would also be included. The tank is also constructed to meet standards for storing fluids on site. The highway tank 100 may also include features such as a hood 112 to cover any piping, and repad 10 to stiffen the tank against torque. As well, a manhole 114 for internal examination of the tank 106 is provided, and a ladder 116 to the top 115 of the tank 106 and a collapsible handrail 118 along a walkway 120 on the top 115 of the tank 106 may be included. Other features such as a walkway drain 11 with a flexible drain hose 21, lifting lugs 14, lighting mounts 17, and a placard 18 indicating dangerous goods may also be included according to the use of the tank trailer. The tank 106 is also provided with a drain N6 for the airspace 110 to check for any leaks in the inner shell 1 and to drain any leaked fluid. There is also a drain N5 for the inner tank 1 to empty the tank 106 in the event that there is a leak to be repaired, to steam it, or to switch fuel types, for example, from jet fuel to diesel. All fueling off the tank trailer, however, will come off the valve systems discussed below.

13 The fluid transfer system 108 comprising fuel-forwarding equipment is shown in Fig. 1 connected to bottom valve 19, which forms part of the fuel loading system. If a top loading system is used as shown in Fig. 6a, then the fuel forwarding equipment would be connected to top loading valve [[420]]422. The fuel-forwarding equipment present may vary depending on the preferences of the user, but may include a fuel filter 202, a hose 206, a hose reel 208, and a fuel pump 210. The fuel pump 210 is powered by generator 204 (Fig. 6) and draws fluid through the fuel filter 202 and meter 212 and discharges the fuel through hose 206. For additional safety when using fuels such as aviation fuel, a ground cable 222 may also be included. The type of equipment chosen will also be use-specific, since, for example, different fuels require different filters. The fuel forwarding equipment may be located in a cabinet 218 below the tank 106, in front of the tank 106 on the tongue 220 of the trailer as shown in Fig. 6a, or in a cabinet on the back of the tank trailer 100 (not shown). The fuel pump 210 is preferably located outside the tank 106. Although it is possible to place the fuel pump 210 inside the tank 106, this makes it difficult to repair and maintain. For safety reasons, the generator 204 should be located a safe distance from the fuel pump 210, such as on the back of the trailer as shown in Fig. 6. If a generator 204 is used, then it may be preferable to include a sliptank 214 as shown in Fig. 6 to store fuel for the generator 204 if the generator 204 runs on a different fuel than what is being stored and transported in the tank 106. This may be formed inside the tank, attached underneath the tank, or any other convenient location. A fuel line 216 such as a braided stainless steel line runs from the slip tank 214 to the generator 204. The sliptank 214 is not limited to supplying fuel to a generator 204, and may be used to fuel various equipment, depending on the needs of the user.

16 There may also be included a drip tray 412 to catch any leaks from the valve systems, fuel forwarding equipment, and any other connections that may exist. If a cabinet 218 is used to store the fuel forwarding equipment under the tank 106 as shown in Fig. 6, then it becomes convenient to construct the cabinet 218 to incorporate the drip tray 224, such that the drip tray 224 comprises the bottom 414 of the cabinet 218 under the tank 106. The bottom of the cabinet 218 will have a surrounding wall 416 below the access 422 to the cabinet, and the bottom will be provided with a drain [[418]](not shown) to remove any fluid. The drip tray 412 shown in Fig. [[4]]6 has a grounding rod 226 shown in Fig. 1 which may or may not be included, depending on

the fluid used. The spill tray 412 should be large enough to contain a significant leak, such as 100 L. If the fuel forwarding equipment is not stored in a cabinet 218 under the tank 106, a spill tray 412 may still be designed to catch spills or leaks from the Carter valve and fuel forwarding equipment, separately if necessary.